AMENDMENTS TO THE CLAIMS

Please replace the claims, including all prior versions, with the listing of claims below.

Listing of Claims:

1.   (currently amended)   A method for electrodynamically braking a rail vehicle which is equipped with a drive ~~(6)~~, ~~wherein~~comprising regulating the acceleration ~~(a_{act})~~ of the rail vehicle ~~is regulated~~ as a function of its velocity ~~(v)~~, ~~characterized in that~~wherein the acceleration ~~(a_{act})~~ is regulated to a set point acceleration ~~(a_{step})~~ which is proportional to the velocity ~~(v)~~.

2.   (currently amended)   The method as claimed in claim 1, ~~characterized in that~~wherein the set point acceleration ~~(a_{step})~~ for individual sections is proportional to the velocity ~~(v)~~.

3.   (currently amended)   The method as claimed in claim 1, ~~characterized in that in order~~ wherein to control the acceleration ~~(a_{act})~~ indirectly, the torque ~~(M_R)~~ of the drive ~~(6)~~ is regulated.

4.   (currently amended)   The method as claimed in claim 3, characterized in that a PI controller is used to control the torque ~~(M_R)~~.

5.   (currently amended)   The method as claimed in claim 3, ~~characterized in that~~wherein when the torque ~~(M_R)~~ is controlled it is kept within predefined limits.

6.   (currently amended)   The method as claimed in claim 3, ~~characterized in that~~wherein an additional torque ~~(M_v)~~ which is proportional to the set point acceleration ~~(a_{step})~~ is added to the torque ~~(M_R)~~, and ~~in that the~~a proportionality constant is dependent on vehicle values.

7.   (Original)   The method as claimed in claim 6, ~~characterized in that~~wherein the vehicle values are ~~the~~a vehicle mass, ~~the~~a transmission ratio and/or ~~the~~diameter of the wheels.

8.   (currently amended)   The method as claimed in claim 1, ~~characterized in that~~wherein the velocity ~~(v)~~ of the rail vehicle is determined from rotational speeds ~~(n)~~ of the drive ~~(6)~~ and/or of an axle.

9.   (currently amended)   The method as claimed in claim 1, ~~characterized in that~~wherein the acceleration ~~(a_{act})~~ is determined as a first derivative of the velocity ~~(v)~~.